

CAROLINA TAKES IMPORTANT LEAD

Only Southern College to Send Representatives to Modern Language Association.

ORGANIZE CHAPEL HILL BANK

Professor J. W. Gore Chosen President—Publish History of University in Short While.

CHAPEL HILL, N. C., January 5.—Several members of the faculty of the University of North Carolina have taken part in important work in connection with their departments during the holidays. Professor Collier Cobb and Dr. A. J. Wheeler and J. H. Pratt attended the meeting of the American Association for the Advancement of Science at New York City from December 28, 1906, to January 2, 1907, and Professor W. D. Toy and Dr. C. Alfonso Smith and J. D. Bruner attended the convention of the Modern Language Association at Yale University, New Haven, Conn.

While attending the meeting of the American Association for the Advancement of Science, Dr. Wheeler presided over the organic section of the Chemical Society. During its session he presented a paper on "Cellulose."

South's Representatives.

Professors Toy, Smith and Bruner were the only representatives of a Southern college who were present at the meeting of the Modern Language Association. Only three papers were presented by Southern students. Two of these were presented by representatives of the University of North Carolina.

The first of these was by Dr. J. D. Bruner, head of the department of romantic languages, on "The Exciting Force in the Drama."

Dr. Smith presented a paper on "The Southern Use of 'You-All,'" which called forth much favorable comment. This article has been placed in the Nation, and will appear for the first time in full in the first issue of Uncle Remus's Magazine, the Southern periodical which will be launched in Atlanta in April.

The Bank of Chapel Hill was reorganized on January 1st. Professor J. W. Gore was elected president to succeed General Julian S. Carr, of Durham.

Mr. J. Horner Winston, who now possesses the first of the Rhodes scholarships to be held by a North Carolinian at Oxford, England, has entered the law department of the university. He will go before the Supreme Court in February and then return immediately to Oxford to complete his course there in June.

Dr. Kemp Plummer Battle is now engaged in reading the proof of the first volume of his "History of the University." The publishers, Messrs. Edwards & Brughton, of Raleigh, are rushing the work toward completion as fast as possible.

Mr. W. S. Dickson, of the senior class, has been appointed collaborator for the United States forestry service at the university. Mr. Dickson's work will consist of the study of the characteristics of turpentine derived from American pines in cooperation with the department of chemistry of the university.

IN POLICE COURT.

Man Charged With Shooting Coles Sent to Grand Jury.

Oscar Jones, the negro, who is alleged to have shot Joseph Coles at Christmas Day, was sent to the grand jury yesterday morning from Police Court. Coles was walking along the street, alone, when the bullet struck him in the head. It will be brought out in evidence that the shooting was accidental.

Leticia Smith, a negro, was acquitted of the charge of stealing a suit of clothes. There was no evidence against him. He complained that he had lost a day's work by having to come to court, and was consoled by Justice Crutchfield, who said that it was perhaps lucky that he had not lost five years.

A. B. Wilson, the white man, arrested a few days ago on the charge of selling chewing gum without a license, was discharged. It was shown that he was only distributing his goods for the purpose of advertising.

Washington Parks, a negro, will tell at a future day, why he banged James Banks over the head with a billiard cue. The case was continued in Police Court yesterday.

MRS. MARY SUSAN DAVIS, WEST POINT'S OLDEST RESIDENT, DIES, MOURNED BY THE COMMUNITY



FOUR GENERATIONS ARE SHOWN IN THE ABOVE CUT. THE PHOTOGRAPH SHORTLY BEFORE HER DEATH, AND SHOWS HER WITH HER CHILDREN ABOUT HER. WEST POINT, VA., January 5.—A great crowd attended the funeral at 2 o'clock Tuesday of Mrs. Mary Susan Davis, who died in her home here at 11 o'clock Saturday night. For some previous to her death she was the oldest living inhabitant of West Point. Had she lived until the middle of February she would have completed seventy-seven years. She came to West Point from King and Queen in 1835, and has lived here as well as the business men and those of her church, turned out to do her honor. The flowers were magnificent. Dr. Alfred Bagby, according to her oft-repeated request, conducted the exercises, assisted by Mr. Christian, rector of St. John's Episcopal Church, and Rev. Boyd Hudson, of the local Methodist Church. She left one son, Mr. W. C. Fleet (by a former marriage). He and his children and their children were present. The picture represents four generations.

THE C. & O. RAILWAY ISSUES A GREAT BOOK

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The preface which speaks a volume within itself, says:

"The Chesapeake and Ohio Railway Official Directory is issued with the following objects in view, namely:

"First: To furnish such facts pertaining to material resources, as it is thought will enable prospective investors and manufacturers to form an intelligent opinion of the advantages that will most likely accrue from investments in enterprises along the lines owned and operated by the Chesapeake and Ohio Railway Company.

"Second: As general information for the use of this company's patrons.

"Third: To supply such information as will bring the buyers and sellers of various products in direct communication with each other.

"If the above results be accomplished, we shall feel fully compensated for the expense involved and the labor expended in the compilation and publication of this directory. Many months have been consumed in obtaining the data set forth, and, notwithstanding this fact, it cannot be other than an abridgment of the history of a territory so bountifully endowed by nature.

"The policy adopted and maintained by the Chesapeake and Ohio Railway Company in its various steps of progression, from its very inception, has been a liberal and, as subsequently proven, a wise one, as the extensions of the lines and their various branches have met with the hearty support of the inhabitants of the fertile regions through which they course. It is, perhaps, because of this fact more than any other that the company has been encouraged in the expenditure of many millions of dollars in double-tracking its system and adding betterments from time to time to its already excellent facilities. Furthermore, the company has not only in its contemplation, but it is the avowed intention of those to whom this great property has been entrusted, to do that which it is believed will prove a successful investment of the road's funds and ultimately redound to the benefit of its numerous present and future patrons."

The contents page shows numerous subjects discussed, among which may be mentioned Agriculture, Pomology, Coal Fields, Commerce, Forest Products, Live Stock, Minerals, Water-Power, Manufactures, Finance, Education, etc., as well as a description of every city and town on the line. The book also contains a list of the officials and general agents, alphabetical list of the stations, with which is included such additional shipping information as location of agencies, junctions, track scales, telegraph offices, where freight must be prepaid, and where it may be sent collect, etc., etc.

Another very important feature is the list of industries, which is extremely valuable to business establishments along the line and throughout the East, West and South, doing business with houses or manufacturing plants on the Chesapeake and Ohio Railroad.

In this list is included the addresses of all the agricultural works, barrel manufacturers, box factories, breweries, brick plants, brooms, broom factories, buggy, wagon and carriage factories, candy and syrup factories, canneries, cement and lime plants, chemical and fertilizer works, chippers, clothing factories, coal and coke operations, distilleries, flour mills, foundries and machine shops, fruit shippers, furniture factories, grain shippers, grist mills, furnaces, grocers (wholesale), hay, grain, flour and feed dealers, hay shippers, live stock shippers, planing mills, manufacturers of sash, doors, blinds, etc., saw mills, tanneries, vegetable shippers and numerous others in the agricultural and manufacturing line.

It would be hard to conceive of a more completely compiled publication, and it is unquestionably the most comprehensive as regards the mining, agricultural, manufacturing, commercial, financial and educational situation in this section that has ever been published for a railway in the South, if not in the United States. The editor of this publication is a well known writer on the industrial situation in the South, and in this publication, as well as in numerous previous issues on similar subjects, he has shown himself familiar with the situation, as well as being a genius with the pen.

Nearly 1,000 photographs have been used in illustrating this publication and the half-tone engravings are most beautiful indeed.

The book is elegantly bound in vellum or lux cloth, with aluminum lettering, and the pages number a total of 460—a mine of information.

"The Progress of the Road" shows it to be a great developer, and, among other things, says:

"During the many years of operation of the Chesapeake and Ohio Railway, it has been progressive, and within the last quarter of a century improvements have been made of such magnitude as to attract the attention of prospectors and investors to the territory covered by the lines of this road. Soon after the opening up of the iron and coal regions, betterments, carrying with them large expenditures of money, were made at various points by the Chesapeake and Ohio Railway Company, furnishing then, as it has continued since to do, additional transportation facilities, consisting of extensions, rolling stock, depots, repair shops, etc.; tunnels have been cut through mountains; new bridges have been constructed; curves have been eliminated and grades reduced, and the principal parts of this road have been double-tracked; depots and warehouses have been built; numerous side-tracks and extensive yards have been erected at Tidewater to facilitate foreign and coastwise shipments; mammoth grain elevators have been built, and many other improvements along the lines have been made, all looking to the accommodation of the general public and the rapid dispatch of the company's business.

"The year 1906-'07 has been the most prosperous in the history of the Chesapeake and Ohio Railway Company, its gross earnings and net profits showing in excess of interest charges was no less than \$4,075,000, equal to a distribution upon the common stock of over 7-1/2 per cent.

"The major portion of the territory through which the Chesapeake and Ohio Railway Company's lines run has been more or less developed, but there are many sections contiguous to its lines rich in possibilities and awaiting the advent of capital. The improvements carried on by the Chesapeake and Ohio Railway Company, necessitating a large expenditure of money, has put life into old towns and villages, has been the means of creating new ones, and has materially assisted in the upbuilding of new territory. It has also opened miles of new territory, the wealth of which runs into many millions of dollars, and it has changed the economical and social conditions of a substantial portion of the South.

"Under the head of Agriculture, this publication says:

"The cultivation of the lands along the lines of the Chesapeake and Ohio Railway for the purpose of producing grain, hay, vegetables and fruit for the use of man and beast, is becoming an important feature of the general agriculture of the country. Modern ideas have taken possession of our farmers and horticulturists. There is very little land along the lines owned by this company that is not capable of arduous development. That agriculture is the bone and sinew of the country is unquestioned, and this rule applies along the lines of the Chesapeake and Ohio Railway extending from the Eastern Virginia to the grain fields of Ohio and the grazing lands of Kentucky. Midway between the arable valleys of Virginia and the grain-growing valleys of Kentucky and the mountain and narrow valleys of West Virginia, so rich in coal fields and so fertile in possibilities for use for agricultural purposes.

These coal regions afford a nearby and remunerative market for the food supplies so capable of abundant production by the regions east and west thereof, along the lines of the Chesapeake and Ohio Railway.

How wonderfully wise and generous has Nature been with her subjects! Go where we will, go where we may, in no land do we find greater natural resources so extravagantly and harmoniously blended. The climate in the Eastern valleys of Virginia is conducive to the raising of the seasons are sufficiently long to permit the raising of two crops of certain kinds, without risk of frost, which comes late in the fall. Droughts are an unknown quantity. The rainfall is regular and of sufficient duration in most instances to penetrate the ground to a considerable depth. The soil varies, of course, according to location, but the variation is slight and seldom so retrogressive as to demand more than a limited amount of fertilization. Farming lands are obtainable all along the Chesapeake and Ohio Railway at reasonable figures.

Coal is discussed at great length and appropriately, as the Chesapeake and Ohio is known to be one of the greatest of all Southern coal-carrying railways.

Under the heading of Manufactures we quote, in part, as follows: "The Southland there is to be found no section that is more favorably situated as regards natural resources, railway facilities and favorable locations for industries than the territory traversed by the Chesapeake and Ohio Railway. By virtue of these advantages, the subject of manufacturing is worthy of the attention of those interested in industrial development; and the management of this road, feeling that there can be no question as to the ultimate success of a large variety of manufacturing plants, which are needed in addition to those already located, deems it appropriate to point out some of the advantages and indicate, as far as possible, openings in the manufacturing line. This main artery of traffic is fed by practically unlimited resources, consisting largely of a variety of minerals from the adjacent mountains and hills, timber from the vast forests and other products indigenous to the little valleys and rivers, of which there are so many crossing and paralleling this road.

"No more interesting subject presents itself to the statistician than facts and figures pertaining to industrial progress, and truly invaluable should they be to the prospectors seeking locations for manufacturing plants. A generalization, however, would seem most appropriate, and we shall therefore give an epitome of the results most in evidence.

"Less than half a century ago a farmer could have plowed a furrow across the present location of a number of what are now some of the most substantial cities and towns on the Chesapeake and Ohio Railway. What were then abandoned fields, are today great solid masses of brick, mortar, iron and steel, and the prospectors, foundries, machine shops, factories and kindred enterprises.

"It has been comparatively a short time since the iron ore and coal regions of the Virginias and Kentuckies were generally known to be pregnant with mineral

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"It has been comparatively a short time since the iron ore and coal regions of the Virginias and Kentuckies were generally known to be pregnant with mineral

deposits obtainable in such paying quantities. It is only within the last few years that the true value of the forests has become so evident. Capital began to pour into the territory in question, and ere long the valleys could be seen numerous smokestacks staring skyward. The pick and shovel wielded by strong arms, and drills, driven by muscles, steam and electricity, were carving passages through the mountains of coal and beds of iron ore. In the twinkling of an eye, so to speak, the mineral deposits of the Virginias and Kentucky, which through all these years had been lying buried far away from the penetrating eye of man, were found to be of enormous value.

"Here to-day we find the great, long trains of the Chesapeake and Ohio Railway groaning beneath Nature's bounty, as they bend their way through these valleys and the hills containing priceless jewels. Train after train, with music in every blow of the locomotive's whistle, pass swiftly on to their destination, and as the doors of prosperity swing ajar, the molasses echo encourages and thrills the tollers and capitalists alike. Few there are who say that the hidden wealth of these regions would inevitably create here a land of such magnificent manufacturing possibilities.

"The evolution of the valleys and mountains of Virginia, West Virginia and Kentucky is interesting indeed, and it would seem unnecessary to enter in detail of their mineral, forest and agricultural advantages where it has been demonstrated that such a variety of products may be successfully manufactured and marketed. Suffice it to say, that crude materials are to be found in abundance, and that the labor of the territory where labor is available and free from strikes; in a land where water power is plentiful, fuel easily accessible, and cheap transportation facilities of the very best; and, therefore, a land of excellent opportunities for investment.

"The diversification of raw materials is one great feature which is so much to be desired in many directions. In the beautiful and once tragic Valley of Virginia one may observe from the summit of the mountains in the distance the ant-like industry of the progressive cities of the Old Dominion. From the brows of the mighty bulwarks the visitor may now let his thoughts mingle with the clouds, and instead of reflecting upon the scenes of the fierce conflict which less than half a century since was accompanied by the roar of cannon, rattle of musketry and the rumble of cavalry, he may now allow his thoughts to dwell upon the roar of the furnaces, the rattle of the saws, and the rumble of commerce. He may transport himself to the majestic mountains of West Virginia, and on to the beautiful valleys and blue-grass regions of Kentucky, and in these States also behold with calmness a duplication of the smoky heavens. He may come here and view the gorgeous landscape, whose grandeur and sublimity are so charmingly united that his soul is thrilled with intense edification; here, where the limpid lyrics of nature are so interwoven with her epics, where the melting haze of a purpling broad expanse dissolves into streaks of rolling landscape, where nature crowns, smiles and coquets with the enchanted beholder.

"In that portion of each State traversed by this road, we find thousands of human beings, ever accomplishing something which is adding to the welfare of this section of the South. As if by magic, the cities in the coal, iron and timber regions accommodated by the Chesapeake and Ohio Railway have leaped into the centre of the manufacturing and commercial arena, while the world looks on in astonishment."

Barton-Haley.

FREDERICKSBURG, VA., January 5.—Monroe Barton and Miss Maxie Haley, daughter of the late R. D. Haley, both of Fauquier county, were married a few days ago at the home of the bride's mother, Rev. Dr. I. B. Luke officiating.

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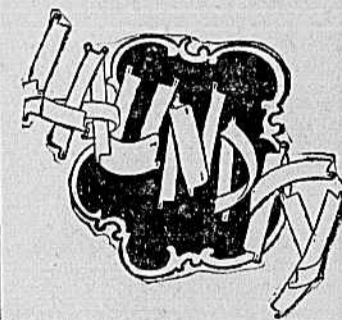
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